

Intimation.

WHY YOU SHOULD INSURE WITH THE NEW YORK LIFE INSURANCE CO., (The Oldest International Life Insurance Company in the World.)

SUPERVISED BY 83 GOVERNMENTS.
A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death, and at the same time including the greatest number of Privileges, Guarantees, and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share of stockholders, with over

COLD- \$1,000,000,000
of insurance in force to-day.

The following is a comparison of the three Largest Companies:
OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

*The figures here given, after deducting policies not paid for, show only those settled for in cash:

NEW BUSINESS FOR THE YEAR 1898.			
	No. of Policies.	Amount of Insurance.	Premiums Paid.
New-York Life (Purely Mutual, all profits to its owners, the policy-holders):	73,471	\$152,093,369	\$6,054,499
Mutual Life (Capital Stock \$100,000):	51,785	138,780,088	5,146,510
Equitable (Capital Stock \$100,000):	43,039	121,767,516	4,486,951
The New-York Life Led its Nearest Competitor, the Mutual, in placed and paid-for business by 21,686 new policies, representing Gold \$23,313,000 of insurance, and Gold \$908,000 of premiums.			
The New-York Life Led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,825,000 of Insurance and Gold \$1,567,845 of new premiums.			
A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.			
ARNHOLD, KARBURG & CO. and HIRLEY DALRYMPLE & CO., Agents, Hongkong.			

Today's Advertisements.

THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED.) 57 & 59, QUEEN'S ROAD CENTRAL.

ALL KINDS OF
PROVISIONS, CUTLERY, BRUSHES, BROOMS,
VINOLIA SOAPS AND SCENTS,
FANCY GOODS, TOBACCOS
AND CIGARETTES.

CHEAPEST HOUSE IN THE COLONY.
Hongkong, 5th September, 1899.

Today's Advertisements.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship "TRIESTE."

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 12th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 5th September, 1899. [1138a]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [1493]

A. S. WATSON & Co., LIMITED.

SEEDSMEN.

OUR SHIPMENTS OF FLOWER AND VEGETABLE SEEDS.

FOR THE SEASON 1899-1900 ARE NOW READY FOR DELIVERY.

Orders are executed from New Stock only.

Priced Catalogues, with Plans for Gardening, can be obtained on application.

These SEEDS are supplied to us by the best growers in the World. It is particularly requested that care be taken when sowing, and supervision exercised over Chinese gardeners, whose incompetence in dealing with the seeds may sometimes lead to disappointing results.

CLAY'S FERTILIZER.

Supplies natural nourishment to the soil.

IN TINS.

100 lbs. each \$1.75

28 lbs. each \$4.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in the Market. Supplied at Manufacturer's Prices.

FERMINGER'S MANUAL OF GARDENING FOR THE TROPICS.

PRICE 87.50.

A. S. WATSON & Co., Limited.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 5, 1899.

NOTES AND COMMENTS.

ADMIRAL DEWEY'S ALLEGED SPEECH.

It appears that even Admiral DEWEY requires to be saved from his friends, and more particularly from the paper correspondents, at least American correspondents. We gave an example some time back of the very vivid flights of imagination to which even a Hong Kong correspondent of an American journal can attain, when we published the American account of DEWEY's arrival here, and now it appears that the poor man has been misinterpreted again. He has been made to say unkind things about Germany and has, according to the New York Herald's Trieste correspondent, stated that the next war that the United States will have on hand will be with Germany. Of course this has made a stir in the States, as the COMDEX incident did the other day, and the correspondent of the Herald, far from apologising for his report, alludes that the statement was made by Admiral DEWEY. Admiral DEWEY says that he has no time to read, much less to affirm or deny all the lies and irresponsible rubbish which have been printed about him since his arrival at Trieste, which shows pretty plainly his opinion as regards this very sensational style of yellow journalism. We do not suppose that anyone in the Far East will take any notice of the alleged utterance. We know the Admiral too well here to believe that he would go about making statements to correspondents, particularly when those statements were liable to lead to his feeling with such a power as Germany. No Admiral DEWEY is too sensible for that, he knows the value of silence and, like the parrot, he thinks the more. One thing is certain, and that is that if any man could lead the United States into a war with a foreign power that man is DEWEY, but he is not a fire-eater, hates ostentation of any sort and has not, that we are aware, any particular grudge against Germany, so the coming war between Germany and the United States may be regarded as an effort of imagination. Even the Admiral's flag lieutenant has been taught to be silent and it is difficult to believe that his chief is otherwise. We don't believe it, anyhow.

THE MILITARY AND THE PLACID.

Our correspondent, Sufferer seems to have got a bad grievance, for in his letter, which we published yesterday, he complains bitterly of the town having been placed out of bounds for the soldiers during the prevalence of the plague. We are always ready to allow anyone to express their opinions through our columns, but, as we announce, we do not necessarily hold ourselves responsible for the opinions so expressed and with Sufferer we certainly do not agree. It may be very bad for the publicans to have the town placed out of bounds, and it may be inconvenient for the soldier, but it is, for the public good that such measures have to be taken and it is idiotic to suppose that in such matters, the few can be considered. The soldier may not like being confined within certain limits, but it is for his good. We do not mean to say that all would rush off to Chinatown and contract plague were the restriction removed; but one or two might do so, and it is against these one or two that it is necessary to protect the rest. The soldier is not at liberty to shift his quarters when he pleases, as is the civilian, and he cannot help sleeping in the same room with a man who, through ignorance or callousness, would neglect all precautions against plague. One such man could infect a whole barracks and so he has to be prevented from doing so by being kept within bounds. The publican can of course growl to his heart's content, but that will not mend matters. When he opened his business he should have foreseen this and made provision for it. It is too late to cry out now. Plague means a loss to hundreds of others in addition to the publican, if that is any consolation to him.

PLAGUE AND PROSTITUTION.

We certainly agree with Sufferer in his complaint about the migration of prostitutes from the prohibited area. Coming, as they do, from the worst portion of the city, they are only too liable to bring the disease with them and thus upset the aims of the Military Authorities in confining the men within certain limits. When the new act comes into force, however, it will be possible to prevent these pests from settling in respectable neighbourhoods and it is to be hoped that they will all be confined to certain streets, as was the case when the old act was in force.

THE TRANSVAAL QUESTION.

LONDON, September 3rd. The Transvaal-British despatches which have been published confirm what has already been cabled. Mr. Chamberlain's despatch of the 28th August reminds the Transvaal that there are other matters of difference which cannot be settled by the grant of the Franchise to the Uitlanders; which are not proper subjects for arbitration and which should be settled concurrently with the question now under discussion and should form, with arbitration, subjects for consideration at the proposed conference at Cape Town. Reuter's Correspondent at Pretoria states that the Transvaal has replied to Mr. Chamberlain's despatch of the 28th August. It is understood the Republic agrees to the Conference at Cape Town, promises to explain the working of the Franchise and to accept suggestions. Consequent upon the

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arrest of Mr. Pakeman, the editor of the Johannesburg Leader, on a charge of high treason, a panic prevails at Johannesburg. Detectives have made an ineffectual search in the Simmer Mine for arms. The trains for Natal are crowded with fugitives.

[From Japanese Papers.]

RETROFIAL OF THE CROWN PRINCE.

TOKYO, August 24th. The betrothal of his Imperial Highness the Crown Prince with Miss Kiku Sadako, the third daughter of Prince Kiku, has been decided on by the Emperor to-day. The fact will shortly be officially announced. The late Empress Dowager, who died last year, came from the house of Prince Kiku, which was one of the five noble families with which the Imperial House was entitled to wed.

THE "MINAKO."

TOKYO, August 24th. Admiral Inouye, the Chief Commander of the Kure Port Admiralty, reports that the official trial of the *Minako* was concluded to-day with satisfactory results. Full speed was tried for six hours. The maximum speed developed was 18.8 knots, the average speed being 18.01 knots. The engines and boilers stood the test well.

IMPERIAL BENEFICENCE.

TOKYO, August 25th. Their Majesties the Emperor and Empress, in token of sympathy with the sufferings of the people in Kagoshima, where from thirteen to fourteen thousand houses have been blown down in the recent typhoon, have presented ¥50,000 towards the relief fund. Viscount Higashimura, a Chamberlain, has been ordered to visit Kagoshima and report on the condition of the people.

NEW POSTAL LAW.

TOKYO, August 25th. The Communications Bureau in the Communications Department is drafting a new Postal law. The draft is to be submitted to the Council of the high officials in the Department shortly, as soon as it is completed.

CRIMINAL ACTION AGAINST A DIRECTOR.

TOKYO, August 25th. The Tokyo shareholders in the Suiwa Railway Company have instituted a criminal action in the Nara Chihō Sainbansho against Mr. Okahashi Tsunetsunobu, the President of the Company, on a charge of having illegally appropriated goods entrusted to his charge and engaged in a contravention of the Commercial Code. The petition, which was signed by some 170 shareholders, was filed to-day.

LAUNCH OF ANOTHER TORPEDO DESTROYER.

TOKYO, August 25th. The *Asagiri*, a torpedo-destroyer, which is being built in England, was launched with a satisfactory result on the 23rd instant.

WEATHER REPORT.

The Observatory report says:—On the 5th at 11.35 a.m. Barometric changes are unimportant. Pressure remains high over the China coast generally, and slightly low in the Pacific to the E. of Luzon. Gradients slight for N.E. winds on the coast and in the N. part of the China Sea. FORECAST:—Moderate N.E. winds; fine.

LOCAL AND GENERAL.

We hear that H.M.S. *Criticism* is being painted black.

AFTER leaving Tientsin, the Japanese Admiral visited the Korean capital and had an audience with His Majesty.

THE Customs Taoist at Newchwang has prohibited all evening performances at the theatre since the late riot there.

GEN. Sung has dispatched five regiments of soldiers from Shan-hai-kwan to Jin-chow to deal with the bandits of that district.

THE Russian Consul at Chefoo has gone to Newchwang for the purpose of settling the land dispute with the Germans in that port.

GEN. Le Gendre is again figuring in Korean politics. His latest advice has been in the direction of short hair; but the motion was not carried *nem con*.

DURING the week ended the 2nd September, there were 14 cases and 14 deaths from plague. There were also 3 cases of enteric fever and one death: one of the cases being a European from the S. S. *Prentiss*.

We hear that the next performance of "As You Like It" will take place on Saturday next on the Volunteer parade ground. Now that the weather has cleared up somewhat nothing could be more pleasant than such a performance.

THIS morning at the Magistracy, Salid Doolah, an Indian constable, was charged with assault on a Chinaman. The evidence of the complainant was that while he and his friend were waiting on a steamer, preparatory to departure, the constable beckoned to them to give him a cigar. Complainant refused and the constable thereupon seized them and after committing the alleged assault, charged them at the Central Station as being rogues and vagabonds. Sergt. McDonald, who was on duty, referred the matter to Mr. Baddely (Assistant Superintendent of Police) and the crime of assault was placed against the constable.

A sergeant in the Indian police force said he had known defendant for some time and that he had never seen him smoke either a cigar or cigarette.

His Worship gave the prisoner the benefit of the doubt and the case was dismissed.

It would certainly be unfair to the constable now for us to impugn the Magistrate's judgment in giving him the benefit of the doubt, but at the same time we should like to point out to the authorities how essential it is that the police should be above suspicion of sycophancy. The British law is for the protection of the weak, and great care ought to be exercised that its minions should not exercise their powers for intimidation.

FRESH trouble has occurred in Shantung between the Chinese and Germans, some lives being lost, and the German Minister has informed the Tsung-li Yamen that if they cannot control their people and prevent their interfering with the railway construction, Germany will take the matter in hand herself.

THE Russian Imperial Geographical Society has decided to send M. P. Schmidt, the zoologist, to the Pacific Coast to study the flora and fauna and geographical peculiarities of the Peninsula of Liao-Tung, Manchuria, and Korea. Mr. Schmidt and the members of his expedition will also go to the Island of Saghalien to study various questions connected with the fisheries.

THE utility of a certain college in Ti-tsin was recently criticized by a certain official, who opined that the money devoted to its upkeep might advantageously be spent on the yellow River. Viceroy Yu Lu was ordered to investigate the matter, and reports that the college is doing good and should on no account be closed. It is supposed the college alluded to is the Naval College.

MR. Percival Spencer, the well-known aeronaut, and a companion left the Crystal Palace on 29th July with the intention of crossing the English Channel in a balloon. The trip proved remarkably successful. Mr. Spencer and his companion passed out to sea about five o'clock, and an hour or so later they descended at a long distance off the white line of the French cliffs. Four out of their ten bags of sand, each weighing half a hundredweight, had been used before reaching Hastings, and by dint of careful and constant discharge of ballast in small quantities the balloon was for some time kept 9,000 feet above the level of the sea. Subsequently, however, they dropped to 3,000 feet, and it required two and-a-half bags of sand to get back to 8,000 feet. At half-past seven but one bag of ballast was left, and soon this had run out and the travellers, in order to maintain the equilibrium, had also thrown overboard all extraneous weight in the car, which now contained only themselves. The French coast was still ten miles distant, and Mr. Spencer feared the balloon might descend to the water. Lightened by dropping as a last resort, a heavy steel grappling anchor, the balloon sprang up to a maximum height of 12,000 feet, and although falling at the rate of 300 feet a minute the travellers eventually landed in safety.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
Before His Hon. W. M. Goodman (Acting Chief Justice.)
September 5th.

CLAIM FOR NON-DELIVERY OF CARGO.

In this case the On Fat Wing firm, who carry on business at 13, Bonham Street, sought to recover from Mr. A. R. Martyn, merchant and shipper carrying on business in Pedder Street, Hongkong, damages for non-delivery of cargo to being alleged that ten tins of aniseed oil valued at \$1,700 was lost through the negligence of the defendants.

The Hon. H. E. Pollock (Acting Attorney General), instructed by Messrs. Wilkinson and Grist, appeared for the plaintiffs, and Mr. M. W. Slade, instructed by Messrs. Deacon and Hastings, for the defendant.

Captain Burnie, recalled, proved that it would have been impossible to put four tiers of aniseed tins like those produced and a row of indigo tubs in the tween decks on the *Italian*, the space not being sufficient.

Fan Tai, who is on Mr. Martyn's comrade staff, said he removed the damaged tins of aniseed oil from the *Italian* to the godown. He identified the tins produced as the same, including the three which he had got from the godown that morning.

This concluded the case for the defence. Mr. Slade, summing up for the defence, submitted in the first place that it was perfectly clearly made out that the plaintiff's case was founded, except as to the fact that he had ten tins broken, on what had been proved conclusively to be the evidence of a Chinaman who had been proved to be lying when he said there were four tiers of these tins and an indigo tub and a bale on the top of the tween decks. This had been proved by Captain Burnie. Then he submitted his Lordship would believe the evidence of Captain Goddard and that of the first mate as to the point that this aniseed oil was stowed in a perfectly regular manner right across the whole breadth of the ship, and that the tins had nothing on the top of them. His Lordship had the evidence of two Europeans, the first mate and Captain Goddard, and if he accepted the evidence of a Chinaman who had been proved to be lying when he said there were four tiers of these tins and an indigo tub and a bale on the top of the tween decks, he ventured to think it was going rather too far. He suggested that the damage was done either through the violent storm or insufficient packing, in which case the defendants were not responsible.

Mr. Pollock said the only issue in the case the onus of which lay upon the plaintiffs to prove was the issue as to whether these goods were lost in the course of transit from Pakhoi to Hongkong—that these ten tins were so absolutely damaged as to make them of no marketable value. The defence relied on three grounds, the act of God, perils of the sea, and insufficient packing. With regard to all three of these issues the onus of proving them rested upon the defendants. The ordinary contract for the carriage of goods by sea under bill of lading amounted to an absolute contract by the ship-owner that the ship-owner would absolutely carry the goods safely and deliver them safely, certain perils excepted, and unless he could bring himself within one or other of these exceptions he must fail in his defence. He suggested that there was nothing to be proved as to whether there were three or four tiers of tins.

His Lordship reserved his decision.

THE PLAGUE.

Cases reported to 4th instant.....1,421
Do. during past 24 hours.....0
Total.....1,421
Deaths reported to 4th instant.....1,303
Do. during past 24 hours.....0
Total.....1,303

BRAVERY REWARDED.

MEDAL FOR CORPORAL ALMOND.

The following correspondence has been forwarded to us for publication:—
ITALIAN CONSUL TO COLONIAL SECRETARY.

Hongkong, September 2nd, 1899.
Sir,—Having learnt from the papers that on the 9th June Colonel Malabar, on presenting the medal of the Royal Humane Society to Corporal Almond, had remarked that a medal had been promised by the Italian Authorities in Candia, I immediately referred the matter to the Foreign Office.

I have now much pleasure in communicating that the Italian Government has decided to confer the naval silver medal for valour on Corporal H. Almond, and is only waiting for the consent of the British Government, which has been already asked for, for bestowing it.

As the local papers referred to the delay I hope you will kindly communicate to them the circumstances which rendered it unavoidable.

I have, etc.,
(Sd.) G. VOLPICELLI.

Consul for Italy.

The Honourable J. H. Stewart Lockhart, C.M.G., Colonial Secretary.

COLONIAL SECRETARY TO ITALIAN CONSUL.

Colonial Secretary's Office.

Hongkong, September 5th, 1899.

Sir,—I am directed to acknowledge the receipt of your letter No. 286 of the 2nd instant, and in reply to inform you that the Commanding Officer of the Royal Welch Fusiliers has been informed of the decision of your Government to confer on Corporal H. Almond, of that Regiment, the naval silver medal for valour.

The request contained in the last paragraph of your letter will be carried out.

I have, etc.,
(Sd.) J. H. STEWART LOCKHART, Colonial Secretary.

His Italian Majesty's Consul.

THE "SHERIDAN" AT YOKOHAMA.

DELAYED FOR MEDICAL INSPECTION.

The United States transport *Sheridan* arrived at Yokohama early on the 22nd inst., says the *Japan Herald*, with the 13th Minnesota, 1st South Dakota Volunteer Regiments, and 200 time-expired regulars on board, in all about 2,000 strong. In view of the discovery of a case of smallpox on board the *Grant* not long ago, the quarantine authorities evidently decided that they could not be too careful in the present instance, the result of their precautions being that the *Sheridan* was detained for four hours at the Lightship while every man on board was individually examined. The French mail, which arrived at 7 o'clock, was also delayed, waiting for this inspection to finish before she could enter the harbour.

WIRELESS TELEGRAPHY IN JAPAN.

TOKYO, August 23rd. The Communications Department is considering the advisability of applying wireless telegraphy between the Mikumoto Lightship at Izu and the opposite shore. Experiments conducted by one of its experts have turned out satisfactorily. The port of Shimoda in Izu has a submarine cable running to the light-house, but it is continually being damaged by the waves, and the expense of repairing it is not small. By the use of wireless telegraphy this inconvenience would be entirely done away with. It is calculated that some months will elapse before the installation is completed. All the instruments are to be imported from abroad. In the meantime, a corps of special operators is to be trained.—*Kobe Chron. Cor.*

FOREIGNERS UNDER THE TREATIES.

The *Yuhkin Nippon* states that some anxiety was felt as to the attitude foreigners in Japan would take up on the new Treaties coming into force. This anxiety has been allayed, says our contemporary, by practical experience. From the reports received from various localities foreign residents are doing all that can be required of them since coming under Japanese jurisdiction. They abide by the laws and regulations, at the same time asserting their rights. For instance, foreigners have proved punctual in making their reports of business, &c., to the authorities when due, not neglecting the duty like the Japanese, who are very apt to put it off and only do so on repeated application. Under these circumstances, says our contemporary, everything is going on smoothly between the authorities and the foreigners.

A LEASE QUESTION AT YOKOHAMA.

A certain property in the Bluff Settlement at Yokohama, says the *Japan Herald*, was recently sold by its owner, an Englishman, who is now staying in Europe, to another Englishman residing in Yokohama. The contract was concluded by telegraph before the new Treaties came into force, but as the transfer in the register could not be made without the written document, the party had to wait until a few days ago, when the document arrived. He thereupon went to the Kencho to register the transfer, but the official in charge wanted to cancel the old title to the lot, which, as is the case with all the property in the Settlements, was a lease in perpetuity, and wanted to substitute a Japanese lease for it. The case has been referred to Tokyo and is still pending, as the Kencho officials have not yet received instructions.

JAPANESE-BUILT DESPATCH BOAT FAILS.

The new despatch boat *Myoko Maru*, which was built at Kure Naval Dockyard, is a failure (reports the *Nippon*). The boat is 3,600 tons displacement and was built to steam 10 knots. She was launched in July last year. She failed in her trial trip, and alterations and repairs were tried a short while ago. She was tried again the other day, but broke down at Ujima, and had to be towed back to Kure, where the howler is to receive further tinkering about the engines.

ASSAULT ON A NEWSPAPER OFFICE.

TOKYO, August 23rd.
In the city of Chiba, where celebrations are being held in honour of a local deity, a gang of the turbulent *soshi* accompanying the *Yokohama Shimbun*, broke into the office of the *Ban Shimbun*, with the intention of clashing the editor, who had written a condemnatory article about the Liberals, one of whom had been returned to the Prefectural Assembly after a great struggle with the Progressives. The *soshi* incited the young men carrying the *Yokohama Shimbun* to storm the office, and the doors were broken in and the windows smashed. The roughs laid hands on everything they could, and attacked everybody in the office. The composers sallied forth in a body to encounter the intruders, but were put to flight, and for a while the police were unable to quell the riot. It was not until the *soshi* (managers of the celebration) were called, and persuaded the *soshi* to depart that peace was restored.—*Kobe Chron. Cor.*

THE TOKYO ELECTRIC TRAMWAY.

TOKYO, August 23rd.
To meet the reported hostility of the Mayor to the tramway scheme, the company has presented a petition to the City Council, setting forth some conditions to which they are willing to submit. The principal one is the payment of a percentage on the daily earnings per 30 miles of the line at rates varying from 2 to 3 per cent. The company undertakes to keep the road in thorough condition to the extent of 1 shaku 5 sun on both sides of the track. The charter is to terminate within 75 years, when the whole property may be bought by the city at a reasonable price.—*Kobe Chronicle Cor.*

WHITE COAL IN JAPAN.

Vernacular papers report that a white coal mine has been discovered at Hokkaido during the recent overflow of the river Yubari. When burned the coal raises only a little white smoke and white ashes remain. The stratum of the mine extends as much as eight or nine feet in breadth. The mine, it is reported, is in a very convenient position relative to Otaru and Muroran.

CARRIAGE ACCIDENT AT YOKOHAMA.

The bolting of a mare attached to a carriage in which were Mr. W. B. Miller and Mr. McCleure of the Chartered Bank, Yokohama, nearly resulted in a serious accident on Thursday, says the *Kobe Chronicle* of 26th ult. The carriage was going down Camp Hill at the time, and the *Japan Gazette* reports that both the gentlemen escaped uninjured by jumping from the carriage, and that although the carriage was eventually turned right over on top of the *belles*, the horse was stopped at the bridge over the creek none the worse for the run.

THE ASSAULT ON A FOREIGNER AT SUMA.

The attack on Mr. L. W. Thompson, jun., at Suma, recently recorded in these columns, says the *Kobe Chronicle* of 26th ult., has, we are informed, been fully inquired into by the police, and as a result of their inquiries two young men, named Masuda Chiyomatsu (aged 23) and Okida Yoshimatsu (aged 22), residents of Nishi Suma-mura, were sentenced in the Kobe Ku Saibansho yesterday to five days' detention for the assault.

A SUMMER RETREAT FOR THE JAPANESE PRINCE IMPERIAL.

It has been proposed to build a residence for the Prince Imperial at the Awa thermal springs in Miyagi Prefecture. A petition has been received from the people of the locality in that sense, and the Household Department is expected to undertake the necessary investigations in a short time.

DOCTORS' AND CHEMISTS' LICENCES IN JAPAN.

The foreigners who so far have obtained licences from the Home Department to practise medicine and retail drugs, 20 doctors and 9 dispensing chemists, divided according to their nationalities, eight of the chemists are British and one German, while four of the doctors are British and sixteen Americans.—*Kobe Chronicle.*

COMPARATIVE COST OF PRODUCTION OF BEET AND CANE SUGARS.

On the all-important question of the relative cost of the production of the competing sugar, says the *Bombay Gazette*, it appears that the cane can be produced at 19 the ton, while beetroot is one pound dearer. The European product has the advantage of easy access to the neighbouring markets, while West Indian, Indian, Mauritius, Straits, and Java sugar are not so favourably situated. Nevertheless, the cheaper and the better product would recover its position were beet-sugar deprived of the bounty. Countervailing duties in the British Empire would be fatal to the bounty system.

A LADY'S AGE.

At the Bombay High Court, the other day, a Mohammedan woman named Sharif Abai, a defendant in a suit brought by Ahmed Miyan Alibhai Sherkey, was examined before Mr. Justice B. Tyabje as a witness and in answer to Mr. Stirling, said she was about 25 or 30 years old.
His Lordship: I think she looks older than that. What would you say from appearance, Mr. Rivett Carnage?
Mr. Rivett Carnage: I think she must be quite fifty.
Mr. Stirling: I think, the witness said she was older than thirty.
Mr. Babu Lakshmi (interpreter): She said she was about 25 or 30.
His Lordship: Justice, her agent now bid she is seventy.
Witness: I am seventy.
His Lordship: That is a pretty good jump. Why did you say you were 25 or 30?
Witness: I got confused.
His Lordship: So, now you say you are seventy?
Witness: Yes.
His Lordship: Well, that is a good margin, but it looks more like the real thing.
Witness further stated she had a grown-up son and daughter and 7 grand-children.
Mr. Stirling remarked that that circumstance would probably enable the court to arrive at an estimate of the witness's correct age.

SHOOTING AND OUTRAGE CASE.

The trial of the man Love, a gunner of the Royal Artillery stationed at Saint Thomas's Mount, on charges of culpable homicide amounting to murder, and culpably causing grievous hurt with a dangerous weapon, was stopped by the special jury as after hearing the evidence of the witnesses for the prosecution and one witness for the defence, they were unanimously of opinion that the accused was not guilty of any one of the counts, and it was useless, therefore, to proceed with the hearing as it would be waste of the time of the court. The accused was forthwith discharged. The case arose on the 2nd April, when Love went shooting in the jungle near St. Thomas's Mount and shot a native. The prosecution witnesses alleged that Love had ravished a native girl and when the natives followed him, protesting Love shot one. Love admitted that a native was shot, but accidentally in a scuffle, and denied having outraged the girl. The latter statement was fully confirmed by Lieutenant-Colonel Danila, Indian Medical Service, who examined the girl and found her *virgo intacta*.

DUTCH PROGRESS IN ACHEEN.

Acheen Proper, says a correspondent of the *Locomotive*, is now so cleared of the enemy that only bands of robbers break the peace. The armed police force is in such strength and is kept in such readiness that marauders are attacked the moment they venture into the occupied territory. The remains of the enemy now take care to keep to the hills out of their reach. In Pader, the situation is almost the same, and it is only in the southern districts that the enemy really keep the field. It is expected that, before long, the Governor of Acheen will disperse them finally. The Governor steadily follows the system of fining the chiefs and districts that give trouble. A large revenue has thus been raised.

THE ELEPHANT AND THE ENGINE.

BUTTING THE BUFFER BACKWISE.
THE LATTER END OF THE ELEPHANT.

The driver of the Penak goods train which repeatedly charged by a tusked elephant pulled up when he noticed the animal on the line, and did not steam on until, after many desperate onslaughts with his head and tusks, it presented its hind quarters to the engine and train back. The engine then gradually shoved the elephant out of the way, but ran over one of its legs and crippled it. Mr. Fox, the guard of the passenger train which came on shortly afterwards, shot the wounded animal and put it out of its misery.

UNREST IN SOUTH INDIA.

There is still a great deal of unrest in South India. The *Indian Herald* correspondent writes that on the 8th inst. there has been another disturbance at Manakkottai, where a zemindar's house is reported to have been included in the general destruction of village property. No particulars are yet to hand. The assistant magistrate has proceeded to the spot to make inquiries.

THE MAPIA ISLANDS.

A man-of-war, the *Bormeo*, has suddenly left Sourabaya, the Dutch New Guinea. A German vessel, the *Jaguar*, has also gone in that direction to hoist the German flag at the Caroline and Ladrone islands. Off the Dutch New Guinea coast lie the Mapia islands, which are reckoned to be part of Netherlands India. But Spain had claimed them as dependencies of the Carolines. It is feared that Germany has taken over the Spanish claim, and will hoist her flag over the *Bormeo*. It is expected that she will reach the disputed islands before the *Jaguar*. At the time of the Spanish-American war, a Dutch man-of-war cruised near these islands to maintain the rights of Holland in that quarter.

MR. ALGER'S DEFENCE.

NEW YORK, August 1st.
Mr. Alger sends to the American papers an *apologia* a column long, made, he says, on account of many criticisms, "specially the recent article in *The Times* containing assertions which have no foundation in fact." Omitting to say what these assertions are, he enters upon a long narrative of the organization of the volunteer army for the Spanish war, apparently intended to meet the charge of political favoritism in military appointments. No new facts are given. He says, in substance, that only 1,032 volunteer officers were appointed by the President, of whom 441 were regulars and 591 were civilians. The latter he praises as good officers. "This is simply evading the appointments, whether military or civilian, were jobbed for party purposes." He says: "Criticisms as to the amount and method of expenditure which could imply the wrong or careless use of money were also made by *The Times*. This charge is false." What charge? He quotes *Alger*. He draws his own inferences from unquoted language. He proceeds to declare: "No one can ever show that a dollar was misappropriated, stolen, or embezzled out of the hundreds of millions expended," adding that he would be glad to have the records rigidly examined. It was never supposed or alleged that the record of political corruption would appear in the books of the War Department. Mr. Alger knows what charges have been made by the most respectable papers in America, many of them Republican, and made repeatedly for many months. Some of them were repeated in *The Times*. They have never been answered. They are not answered now. Out of the whole number Mr. Alger selects two, alters them to suit his own purposes, replies to the altered charges of his own framing, and fails to meet even those. He leaves the great body of accusations unanswered and all but two unnoticed. It is characteristic of the man that he seems to believe that this will vindicate him.
No comment on this performance appears in any morning paper except the *World*, which remarks that Mr. Alger's much-heralded defence turns out to be limited to a limping excuse, and that the only thing remembered by the rest of the 'sons of savanahs' who received commissions solely through social and political influences. A Washington dispatch says that Mr. Alger, who has not forgiven his dismissal, intended to turn upon the President as the responsible author of the acts for which Mr. Alger himself has been censured. From this it is said to have been dissuaded, and now hopes to find favour with the American public, or to create a prejudice by imputing to an English source some of those criticisms and charges which the American Press published and the American people believed, and the effect of which was finally to drive him from office amid general execration.

LATER.
The *Evening Post*, which calls Mr. Alger's defence a failure, asks why he should go across the sea to take up vague charges and give them a den almost as vague, when he could have found definite damaging charges at home. Why did he not meet the evidence of military men regarding the chaos which reigned at the War Department during all the first months of the war? Why say nothing of his own official proposal to leave the troops at Santiago for ever to run its course through them? The demoralization of the Inspector-General's department, the frightful neglect shown in the military camps, the colossal blunders of Mr. Tagan, the clerical errors, worth thousands, in the army contracts—why does he pass all these by? These are but samples. Any newspaper, says the *Post*, could suggest a dozen other alluring themes for Mr. Alger's explanation. The two evening Administration organs are silent.—*Times Cor.*

THE WORLD'S GOLD OUTPUT.

From a tabulated statement of the world's output of gold published in the *Montreal Herald*, it would appear that during the last ten years some startling changes in the gold production of the various countries have taken place. In 1886 the total gold production of the British Empire was £5,299,559. Australasia supplied £3,850,000, and Canada and Africa supplied £287,690 each. The total production of the other countries of the world amounted in the same year to £15,309,767. During the ten years from 1886 to 1897 the production of the British Empire increased to £25,919,000, which was £4,000,000 in excess of the production of all the other countries put together, amounting in that year to £21,919,000. It will thus be seen that from being only a little over one-third of the total gold production, the production of the British Empire has in ten years grown to exceed that of all other countries by £4,000,000. The chief cause of this startling change is the increased output from Africa. From £287,690 in 1886 it increased to £1,661,320 in 1897. The most astonishing progress was in the years 1888, 1889 and 1890, the output doubling in the last two years. The most noteworthy point in regard to the output of other countries is the steady decrease that has been going on in China's gold production. In 1886, according to the figures published, which, of course, can only be taken as approximate, China produced £4,100,000, while in 1897 her output was £441,820. There was a slight improvement in the figures for 1892, 1893 and 1894, but a sudden drop followed. The cause of the decrease is presumably to be put down to the disturbed state of the country. Japan's gold production has doubled within the last ten years, from £65,447 to £142,660. Taken altogether, the world's gold production has more than doubled during the ten years under review, the figures being for 1886 £21,259,326, for 1897 £31,309,767. The figures are significant as showing the great increase in mining enterprise that has taken place during the last ten years.

ADMIRAL MAKAROFF'S ICEBREAKER.

The St. Petersburg Correspondent of the *Times* recently telegraphed to that journal: "The news of serious changes having been done to Admiral Makaroff's great icebreaker, the *Yermak*, during her recent voyage to Spitzbergen, causes it to be regretted here that the work of this novel vessel was not restricted to the useful experiments on the ice of the Finnish Gulf, where it was so completely successful at the beginning of the present year. Admiral Makaroff received a most popular and enthusiastic reception at St. Petersburg on the first arrival of his icebreaker after it had liberated a number of merchant vessels from the ice and proved the possibility of shortening the winter period during which water communication with this port is at present impossible; but there has never been any strong belief in the practicability of the gallant Admiral's proposal to do battle with the ice packs of the Polar ocean and keep open the Kara Straits. The *Yermak* is already undergoing repairs at Newcastle-on-Tyne. On arriving there from the north, according to information received here on the subject, she was shipping off of water forward. One of the blades of the forward propeller had been knocked off, and the shaft was very much bent. The vessel is now to be taken off altogether and replaced by a pointed cap. Three new shell-plates have to be put on, and 12 others newly riveted. An idea of the damage done to the fore part of the vessel is given by the fact that 15 of the web frames, or ribs, have to be renewed on either side. It is thought she must have received some of her damage by striking on a rock. Fortunately no injury was done to the machinery."

THE TRANSVAAL CRISIS.

Sir Henry Meysey-Thompson has published in a pamphlet form an article on the Transvaal crisis which appeared in the *Nineteenth Century* review in February, 1898, under the title "The Real Grievances of the Uitlanders." The article itself was the outcome of a visit to the Transvaal, and gives a very clear account of the financial misgovernment of that Republic, whose expenditure in 1896 was practically the same as that of Cape Colony, Natal, and the Orange Free State put together. This expenditure and the exorbitant profits of the dynamite monopoly and of the Nederlands Railway are all wrung out of the Uitlander population, who are perfectly helpless to remedy their position. With regard to Sir A. Milner's "irreducible minimum" Sir H. Meysey-Thompson remarks in his introduction: "The method of reform proposed is to give the inhabitants of the Transvaal a sufficient share in the government to enable them to get their own grievances redressed. The franchise is only a means to an end; unless it gives the Uitlanders sufficient political power to get their grievances redressed it is a sham, and worse than nothing. If a soft ladder is necessary to enable you to reach a certain platform, what is the use of offering you one of soft? What is the use of offering to split the difference and give you a soft one, or even one of 36ft. or 39ft. if the least that will enable you to reach the platform? Forty feet becomes the irreducible minimum, and anything less than that is a sham and a mockery. When I was in the Transvaal every one hoped that President Kruger and the Boers would see the necessity for some change, and would make the reforms themselves without any necessity for the interference of England. But nearly two years have passed; any pretended reforms have proved illusory, and matters have gone from bad to worse. The Uitlander population has appealed to England as the sovereign Power. Sir Alfred Milner was sent out as one of our most able and fair-minded public servants to investigate matters calmly and impartially, and his conclusions are that it is impossible that the present state of affairs can be allowed to continue. The injustice and misgovernment of the Boers may now be considered to be proved, and it is impossible for England any longer to look on quietly. In the eyes of the world the responsibility is England's and England must be equal to the occasion."

ADMIRAL DEWEY.

NEW YORK, July 29th.
The *Herald's* Correspondent at Trieste reports an interview which he has had with Admiral Dewey, who, replying to his remark that Germany had intended to interfere in Manila, is represented to have said: "Yes, Prince Henry is a man of the type of his brother the Emperor." Speaking of Admiral von Diederichs, the American Admiral remarked: "He was relieved at Manila in accordance with an arrangement of long standing and because his time was up, but not as a concession made in friendliness to the American Government. Germany's policy is to prevent other Powers from obtaining what she cannot acquire herself." After referring to the attitude of Germany in Samoa as evidence of her policy, Admiral Dewey proceeded: "We need a large and thoroughly equipped navy that can cope with any other Power. England is our natural ally. Differences such as the Venezuelan boundary question and the fisheries dispute do not interfere with the friendly understanding existing between the two nations. Our next war will be with Germany."

A telegram to the *World* from Trieste of yesterday's date says: "After reading the account of the interview in which he was stated to have said 'Our next war will be with Germany,' Admiral Dewey remarked: 'I have no time to read, much less to affirm or deny all the lies and irresponsible rubbish which have been printed about me since my arrival in Trieste.' The *Herald* publishes a telegram from Washington stating that neither Mr. Hay, Secretary of State, nor Mr. Long, Secretary of the Navy, can believe that Admiral Dewey, who has been so discreet in all his public utterances hitherto, would comment so boldly on international affairs, especially while passing through a European port. Mr. Hay says that the alleged interview with Admiral Dewey was not mentioned during Dr. Mumm von Schwarzenstein's visit to the State Department yesterday."

July 31st.
The *Herald* announces that its recent despatch from Trieste, reporting remarks alleged to have been made by Admiral Dewey regarding Germany, reached the paper from Dr. Hagedorn Boyland, a well-known physician, who, while travelling, sometimes corresponds with the *Herald* in a dilettante way. The *Herald* adds: "The despatch published on Saturday gives a résumé of the conversation between Dr. Boyland and Admiral Dewey. The latter spoke with sailor-like candour and expressed the opinions which have stirred up so much commotion. It is regrettable that a friendly conversation should have found its way into print, and the Admiral cannot regret it more than the *Herald*. Still, when this has been recorded, the fact remains that Admiral Dewey made the statement reported."—*Reuter.*

PHILIPPINE AFFAIRS.

A GOOD GRUMBLE.

Mr. Fripp, the Artist-Correspondent of the *Daily Graphic*, bitterly complains of the treatment served out to him. One can only suppose, he states, that the authorities are too ignorant to understand that sketching is skilled work which cannot well be combined with pack drill in a climate like this; that they are also so deficient in common sense, to say nothing of courtesy, as to forbid a special artist the assistance he might provide for himself by engaging servants to carry the food which the military authorities decline to supply even on payment. If this campaign were conducted by the British there would be an officer commanding base and lines of communication. Roads would be repaired, streams bridged, or ferries established, and supply trains would be moved along establishing depots. This is the first campaign I have seen in which transport has been systematically neglected. Even the Chinese established depots in 1894, but here one cannot take a cart from Manila to San Tomas by road without having to swim streams. If it were not for the bit of single railway line which I should acknowledge permission is granted me to travel, the troops would be starved on the line of operations as it is they are bottled from hand to mouth. The gap in the railway bridge crossing the Dagbag has not been repaired. The engineers have been at it since April 25. This morning (May 4) a man was loitering about with a hammer and nails; that was the only sign of activity to be noticed there. The ditches and entrenchments cutting across the line at different points of the embankment had not yet been filled in or removed; in fact, they were exactly as left, with the line turn up by the insurgents after the capture of Calumpit. If the insurgents had concentrated their efforts to destroy the line, culverts, and the like, the advance would have come to a standstill in a very embarrassing manner; but there is a workman of the railway company at present with the engineers using every persuasion to prevent them, destroying the line, and with a very fair amount of success too.

M. Jean Hess, the well-known French explorer, who has visited the Philippines for the *Figaro*, writes a long letter on the subject of the present war dated Hongkong, June 30. M. Hess considers that in the beginning the Americans regarded the Philippine Campaign as a big "operation," worked by business men, it progressed favourably at first and seemed likely to be profitable, but whereas the power of the Spaniards had been properly estimated by the Americans, they failed to gauge correctly the Filipino's aspirations and his power of resistance. To overcome him, says M. Jean Hess, American gold does not suffice; American blood is necessary. He draws a comparison between the individual strength of the 40,000 American soldiers, their naval support, their well-fed condition, their superior arms, their means of procuring further munitions of war and their possession of such a base of operations as Manila, with the 15,000 troops of the Filipinos; men "of an inferior race," and reduced to making their own power by very primitive methods. M. Hess adds: "In this unequal struggle between the iron kettle and the earthenware pot, after four months of daily efforts, what have the Americans gained? What territory have they occupied?" He is sceptical regarding the chances of the Americans possessing much more in the near future, for, he says, the more the Americans advance the greater will be the difficulties they will meet.

THE RUSSIAN BANK FAILURE.

ST. PETERSBURG, July 29th.
The suspension of payment and liquidation of the firm of P. von Deryev, of St. Petersburg, in which many of the Russian banking houses, including the State Bank, are interested, has caused considerable sensation here in the money market, but it is now stated that there are over 30,000,000 roubles of assets in property and securities, against only 11,000,000 roubles of liabilities, so that there can be no difficulty in satisfying all demands of creditors.—*Times Cor.*

SHIPPING REPORTS.

Captain Williams, of the steamship *Chinglu*, from Foochow, reports:—Fine throughout.
Captain Mits, of the steamship *Trieste*, from Kobe, reports:—Fine weather and nothing else.
Captain W. Clyma, of the steamship *Airlie*, from Sydney, etc., reports:—Left Sydney on the 14th ult., Newcastle 15th, Brisbane 19th, Thursday Island 25th, and anchored in Hongkong harbour last evening. Strong S.E. winds with heavy sea were experienced until arrival at Brisbane, thence to Zamboanga fine weather with light variable winds and smooth sea, variable winds with squally weather and much rain till entering China Sea, thence to arrival N.E. winds with moderate swell and fine weather.

NOTANDA.

CALENDAR.

SEPTEMBER.
Meteorological means based on fifteen years' observations to 1895.
Barometer 29.824
Thermometer 80.4
Humidity 77
Rainfall 88.33
TO-DAY.
WEATHER REPORT.
Barometer 29.96
Thermometer 85
Humidity 65
Rainfall
TO-DAY.
Tuesday, 5th September, 1899.
Chinese—1st of 8th moon of 25th year of Kwang-shi.
Sun—Rises 5hr. 15min.
Sets 6hr. 12min.
Moon—New Moon 10hr. 10m.
In Equator 11hr. 4m.
High water—Morning 5hr. 40min.
Afternoon 5hr. 34min.
Low water—Morning 5hr. 25min.
Afternoon 5hr. 12min.

ANNIVERSARIES.
1834—H.M.S. *Argentine* and *Andromache* forced the passage of the Bogue.
1864—The Shimonezaki forts attacked by the allied fleets under Admiral Kuper.
1866—First Hongkong Stamp Act passed.
1884—H.M.S. *Zephyr* fired on by the Chinese in Kinmen Pass.
1885—Death of Tso T'sung-tang at Foochow.
1898—Germany proclaims Kiaochow a "free port."

TO-MORROW.
Wednesday, 6th September, 1899.
Chinese—2nd of 8th moon of 25th year of Kwang-shi.
Sun—Rises 5hr. 15min.
Sets 6hr. 11min.
High water—Morning 5hr. 18min.
Afternoon 5hr. 30min.
Low water—Morning 5hr. 3min.
Afternoon 5hr. 35min.

ANNIVERSARIES.
1869—H.R.H. Prince Alfred received by the Mikado of Japan.
1891—The American ship *Kittiwake* wrecked near the Loochoos.
1896—Amoy and vicinity reported free from plague.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (Pacific) 7th inst.
French (Laos) 10th inst.
Indian (Lightning) 11th inst.
Canadian (Empress of Japan) 13th inst.
American (Hongkong Mail) 13th inst.
American (China) 22nd inst.
The steamer *Lightning* from Calcutta, left Singapore for this port yesterday afternoon.
The C. & O. S. S. Co.'s steamer *Belgian* Kite arrived at San Francisco on 24th ult.
The C. & O. S. S. Co.'s steamer *Thya* left San Diego on 23rd ult. for Japan and Hongkong.
The U. & O. S. S. Co.'s steamer *Carnegie* left Yokohama on 19th inst. for San Diego and San Francisco.
The N. P. S. S. Co.'s steamer *Monmouthshire*, sailed from Portland Oregon for Japan and Hongkong on the 1st inst. also that the steamer *Lennox*, sailed from Yokohama for Portland Oregon on the 2nd inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* from Vancouver arrived at Yokohama yesterday, the 4th inst. at 1 p.m. and left to-day the 5th at 6 a.m. for Kobe, where she is due to arrive to-morrow, the 6th at 6 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isle de Cuba at Kowloon Dock.
Isle de Luzon
Carlisle City
Esmeralda
H.M.S. *Bonaventure*
Fethio
Leopold
D. Juan d'Austria
C. G. C. Kio
Tayouan
Sutong
M. Jean Hess, the well-known French explorer, who has visited the Philippines for the *Figaro*, writes a long letter on the subject of the present war dated Hongkong, June 30. M. Hess considers that in the beginning the Americans regarded the Philippine Campaign as a big "operation," worked by business men, it progressed favourably at first and seemed likely to be profitable, but whereas the power of the Spaniards had been properly estimated by the Americans, they failed to gauge correctly the Filipino's aspirations and his power of resistance. To overcome him, says M. Jean Hess, American gold does not suffice; American blood is necessary. He draws a comparison between the individual strength of the 40,000 American soldiers, their naval support, their well-fed condition, their superior arms, their means of procuring further munitions of war and their possession of such a base of operations as Manila, with the 15,000 troops of the Filipinos; men "of an inferior race," and reduced to making their own power by very primitive methods. M. Hess adds: "In this unequal struggle between the iron kettle and the earthenware pot, after four months of daily efforts, what have the Americans gained? What territory have they occupied?" He is sceptical regarding the chances of the Americans possessing much more in the near future, for, he says, the more the Americans advance the greater will be the difficulties they will meet.

PASSED THE CANAL.

Outward—11th August—Laos, Savina. 18th August—Kawachi Maru, St. Gallardo. 20th August—Abercrombie, Acara, Afghanistan. 25th August—Glucius, Siam, Java, Ordes, Vladimir. 29th August—Andalusia, St. Mary, Sachsen, Odessa, 1st September—Benariga, Alcoa, Bango Maru, Omba Tonkin.

Homeward—1st Sept.—Kamakura Maru, Yangtze.

Shipping.

Arrivals.
Airlie, British steamer, 2,500, W. Clyma, 4th Sept.—Sydney 14th Aug., Newcastle 15th, Brisbane 19th, and Thursday Island 25th, General.—Gibb, Livingston & Co.
CHINGTU, British steamer, 2,300, W. S. Moore, 5th Sept.—Foochow 3rd Sept., Tea and General.—Butterfield & Swire.
TRIESTE, Austrian steamer, 2,095, A. Mits, 5th Sept.—Kobe and Moji 30th August.
General.—Bender, Wheeler & Co.
INGRABAN, German steamer, 894, E. F. Piper, 5th Sept.—Sourabaya 25th Aug., Sugar.—Sander, Wieler & Co.
HUTTON HALL, British ship, 1,089, Thurber, 5th Sept.—Tacoma 25th June, Flour.—Order.
LYVEMOON, German steamer, 1,238, G. Heuermann, 5th Sept.—Canton 4th Sept., General.—Siemssen & Co.
PIRA NANG, British steamer, 1,021, A. S. Calder, Sept.—Bangkok 28th Aug., and Swatow 4th Sept., Rice.—Yuen Fat Hong.
KIANGNAN, Chinese steamer, 1,347, F. A. Brissander, 5th Sept.—Swatow 4th Sept., General.—Kwang Man Woo.

SULLIBRO, German steamer, 782, Meyer, 5th Sept.—Chelso 30th August, General.—Siemssen & Co.
BENVENUE, British steamer, 1,467, J. Potter, 5th Sept.—Foochow 3rd Sept., General.—Gibb, Livingston & Co.

Clearances at the Harbour Office.
Triumph, German str., for Hoihow.
Oslo, Norwegian str., for Rangoon.
Singapore, Italian str., for Singapore.
Haiting, French str., for Haiphong.
Quarta, German str., for Saigon.
Eise, German str., for Batavia.
Crown of Arragon, British str., for Delagoa Bay.
Katsang, British str., for Sourabaya.
Choyang, British str., for Swatow.
Kong Pak, British str., for Canton.
Flintshire, British str., for Nagasaki.
Suevia, German str., for Yokohama.
Kela, British str., for Royal Roads.
Italian, British str., for Swatow.
Arratoon Apha, British str., for Singapore.
Sulberg, German str., for Canton.
Tak Kong, British str., for Canton.

Departures.
Sept. 4, Yuensang, British str., for Manila.
Sept. 5, Loongsang, British str., for Taiwanfoo.
Sept. 5, Suevia, German str., for Yokohama.
Sept. 5, Choyang, British str., for Shanghai.
Sept. 5, Clara, German str., for Haiphong.
Sept. 5, Singapore, Italian str., for Singapore.
Sept. 5, Haiting, French str., for Haiphong.
Sept. 5, Airlie Maru, Jap. str., for Singapore.
Sept. 5, Katsang, British str., for Sourabaya.
Sept. 5, Arratoon Apha, British steamer, for Calcutta.

Passengers—Arrived.
Per Trieste, from Kobe—Mr. M. Samuel.
Per Chingtu from Foochow—Professor Richards.
Per Airlie, from Australian Ports—Messrs. B. Outrain and Bushey.
Per Sulberg, from Chelso—3 Chinese.
Per Kiangnan, from Swatow—50 Chinese.
Per Pira Nang, from Bangkok, &c.—Mr. and Mrs. Curtis, Miss M. Collins, Master F. Collins, Mr. Hoeckheimer, and 115 Chinese.

Departed.
Per Yuensang, for Manila—Dr. James Stoughton, Mrs. C. F. Hernandez, Miss M. Hernandez, Mrs. Lucas Turbato, Messrs. B. Hernandez, C. M. Sandford, Yun Tlaon, F. Thompson, F. W. Werlitz, C. Kuwabara, E. Osema, Mrs. N. Levering, Mrs. L. la Dow, Master J. Gaharita, Mr. Stanley, Mrs. Rosa Bloomkhan, Mrs. Reich, and Mr. Pak Po Hing.

STEAMERS EXPECTED.

Name.	From.	Due.
Calculus	Singapore	To-morrow
Stentor	Shanghai	To-morrow
Gaelic	Shanghai	Sept. 7th
Laos	Singapore	Sept. 10th
Lighting	Singapore	Sept. 11th
Candia	Singapore	Sept. 12th
Empress of Japan	Japan	Sept. 13th
Hongkong Maru	Japan	Sept. 14th
China	San Francisco	Sept. 22nd

We would direct the attention of shipping firms to the style in which the Steamers Expected and Projected Sailing are now published in these columns, and in so doing request fully the managers of shipping firms to give orders to their clerks to furnish this office, so the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Alesia	Haue, &c.	Sept. 14th
America Maru	San Francisco, &c.	Nov. 14th
Aryll	New York, &c.	Sept. 15th
Bayern	Straits, &c.	Oct. 8th
Belgian King	San Diego, &c.	Oct. 15th
Bellerophon	Samarang, &c.	Sept. 7th
Bengal	London, &c.	Sept. 16th
Banvenue	London, &c.	Sept. 8th
Candia	Japan	Sept. 18th
Canton	London	Sept. 21st
Carlisle City	San Diego, &c.	Sept. 15th

JEWISH STATISTICS.

The following statistics are collected from a recent work by Pastor de la Ro, published at the Berlin "Institutum Judaicum." The approximate number of Jewish inhabitants in Russia (apparently including the 1,300,000 Russian Polish Jews) is stated to be 4,100,000. Then come Austria with 1,100,000 Jews, Hungary with 700,000, Germany with 500,000, Rumania with 300,000, Great Britain (apparently meant to include Ireland) with 150,000, European Turkey with 120,000, Holland (in 1890) with 98,000, France with 72,000, (besides the 49,000 Jewish inhabitants of Algiers), Italy with 50,000, Switzerland (in 1897) with 9,000, Denmark with 40,000, Sweden with 3,000, Norway with 500. The present number of Jews in the United States of America is 930,000, of whom 350,000 reside in New York. Australia has about 14,000, and South America not more than 12,000, but Asiatic Turkey yields the high figure of 150,000. The gradual growth in the numbers of Jews in Great Britain and the United States of America is very instructive. At the beginning of the present century, there were only about 14,000 Jewish residents in this country, but in 1874 the numbers rose to 50,000, and the latter figure has been trebled in the course of the last 12 years. In the United States there were 1,000 Jews in 1812, 5,000 in 1818, 45,000 in 1840, 180,000 in 1877, 400,000 in 1888. Another 350,000 have been added within the last ten or 11 years. The growth of numbers in English-speaking countries of course runs parallel with a diminution of Jews in what is known as the pale of settlement and other parts of Eastern Europe.

WEATHER PROGNOSTICATION IN ALL AGES.

Weather prognostication, says a writer in the Times, has been in all ages, among every class of society, a fascinating though speculative exercise—fascinating, perhaps, in proportion to its uncertainty. For many it has been a necessity of daily life. Hunters, shepherds, sailors, and tillers of the earth have been obliged, in connection with their callings, to study the indications of winds, waves, clouds, and other objects of animate and inanimate nature, from which signs of impending changes in the weather might be gathered. The most weatherwise among savage or primitive people would prosper best, and others would imitate their foresight by study of the same phenomena; and thus there has been gradually framed a store of rough and ready maxims, embodying the observations of experience in the form of proverbs or rhymes or local traditions, but many of them more or less accurate. One of the most familiar of these relates to St. Swithun's day. It embodies, we have already noted, a general probability that a break-up of the weather about this time will last for some weeks, perhaps till St. Bartholomew's day, August 24; when, according to another saying, "All the tears that St. Swithun can cry, St. Bartholomew's dusty mantle wipes dry." More reliable, because based on a wider induction, are observations derived from the ways of animals. Every naturalist, herdsman, or shepherd is familiar with the fact that animals seem to be endowed with a much keener perception than we are of coming changes in the weather. Virgil, Aratus, Theophrastus and other ancient writers note instances of this. It is said that Sir Isaac Newton, having been told by a countryman one fine morning that he would be overtaken by a shower, rode back when the rain came on to ascertain the foundation of the prediction. "All I know is," said the man, "that when my cow twirls her tail in a particular way rain will come." Lucan makes Cato's pilot discourage him from crossing the Adriatic to Britain by unfavourable signs of sun and moon, dolphins, cormorants, herons, and crows; while Virgil in his Georgics tells us that "no storm bursts unforeseen" by crows, cranes, swallows, frogs, ants, rooks, or waterfowl. The great number of sayings with regard to the indication of weather by birds may possibly go back to the Roman augural system, when divining by the flight and behaviour of birds was a religious cult. But in all ages close observation of the habits of birds and beasts has been able to formulate maxims of weather-lore for themselves; and there is still probably much to be learnt in this department of meteorology.

In weather-lore, as in other matters, science is always supplementing and improving upon rule-of-thumb. Though we continue to draw inferences about the weather from St. Swithun or St. Bartholomew, from damp walls, creaking chairs, rheumatic joints, shooting corns, tightened ropes, or depressed spirits, we also look to the more scientific information supplied day by day from the meteorological Office. The barometer, a strictly scientific instrument, is in everybody's hands; though not all landmen, perhaps, realise that its variations depend principally on the changes of the wind. "When the glass falls low, Prepare for a blow: When it rises high, Let all your kites fly" is a nautical rhyme reminding us that what the seaman fears is not rain, but wind. He goes to the glass for a different answer than that hoped for by the cricketer, the cyclist, or the giver of a garden-party. But the oracle like that of Delphi, manages to satisfy them all. The weather forecasts that are published daily are, on the whole, fairly accurate. They would, it is said, be more accurate could observing stations be established at intervals in mid-Atlantic; nor is it surprising that some "well-defined depression" or other meteorological phenomenon duly notified from America should, in its passage across the waste of waters, become so modified on arrival as to be hardly recognisable. There is, however, a rather rough accuracy in the predictions of bad weather from the West to justify the old lady's complaint against "them draughted Americans" for the weather that they send us. Meanwhile, science goes steadily on, her way. We know much more than Anaxus, or Virgil, or even Bacon could tell us about such matters as the formation of hail, the recurrence of thunderstorms, the conditions which determine the force and direction of winds, or the bearings of "cyclonic" and "anticyclonic" areas on temperature, and climate; and the results of such knowledge are summarised for us by daily weather forecasts, and "isobaric" charts showing the relative distribution of mean atmospheric pressure. These latter, first published about thirty years ago, furnish a key to some of the most important questions of meteorology. Prevailing winds largely determine the temperature and the rainfall of regions which they traverse; and winds, we know, are a movement of the atmosphere from where there is a surplus to where there is a deficiency of heat. The well-known instance is that of the "trade winds," which blow from the Equator blow northeast, but south of the Equator, because the atmospheric pressure in the Atlantic is lowest near the Equator. The "trade winds" again, that terror of invalids on the Riviera, is a movement of the atmosphere from the cold region of Central and Eastern France towards the Gulf of Lyons, due to temporary low pressure over the Mediterranean; and a wind of equal, though more local, fit-flame, the "Bora" of Malta, has an analogous origin. The old wise saws and rule-of-thumb forecasts,

of which St. Swithun's Day reminds us, still hold their own. They rest on much shrewd and practical, if unscientific, observation; and while they are gradually superseded, and sometimes discredited, by newer lights, their general accuracy is not unfrequently confirmed.

THE VALUE OF ATHLETICS.

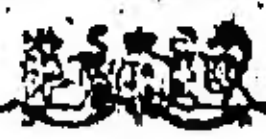
Athletics are in the air, says the Daily Telegraph. Contests of all sorts and kinds for the mainly prizes of the meadow, the river, the moor, and the racing path fill the journals and engage general attention. One might say, as in "The Tempest," "the isle is full of noises, sounds and sweet airs which give delight and hurt not;" for all this the climate of the cricket-field, the river-side, the hills range, the cricket path, and other scenes of summer playtime ringes with generous and kindly rivalry—our British sports being for the most part innocent and healthy. Surely Britannia, if she be not too much absorbed just now in watching her superb home fleet gathering for the naval manoeuvres, must glance with an eye of pride at the spectacles of energy and hearty spirit afforded by her youthful children now everywhere affording. Turn where she will, "there are her young barbarians all at play." In this ubiquitous struggle for the honours of the athletic life the Universities and great Public Schools take an acknowledged lead. We have beheld their flying eights and fours and pairs cleaving the rippled Thames at Henley in a lane of lovely scenery and brilliant fashion. "We find them at Bisleys—the collegiate and school-tear—shooting like veritable "sons of Benjamin," and swelling the chorus of jubilation over the victory of England for the Elcho Shield. And if all this were not sufficient to furnish perpetual pastime to the lais and their elders, and summer pleasures to the people, there are the matches coming forward between Oxford and Cambridge on the one hand and Yale and Harvard on the other, which will have a fascination for countless thousands on both shores of the Atlantic. What, indeed, are Transatlantic duels, or the price of money, or bimetalism, or the Church question, in the minds of millions, to the engrossing problem whether or not England will beat the terrible Australian bowlers at Old Trafford, and so make a deciding match at Kennington Oval on the 14th of August next? It is summer-time, and all the Realm is practically at play—a strange, a serious, and an universal cult of muscle and bodily skill, of which history has never seen the like since the ancient Greeks held their games, and for a "crown of wild olive," warlike States went beside themselves with glory, and cities built splendid monuments to the youth of the fleetest foot or mightiest arm.

Ask the doctors, the insurance offices, the recruiting sergeants, the tailors, the milliners—they will all tell you how lawn tennis and the bicycle, with cricket, football, and the like, within the past twenty-five years strengthened the frames, lengthened the limbs, expanded the chests, straightened the backs, and made a new race of even townpeople. What bright, healthy faces, what figures well set-up, what features, lovely and radiant with health, what handsome boys and beautiful girls and women have emerged from this play-and-sport! Can anybody doubt that it is to such spontaneous training on the part of our growing population that we owe that omnipresent spirit of readiness and fitness which the Englishman exhibits abroad and at home, that self-confidence, that habit of resourcefulness and command? Nor can it be otherwise than a most happy circumstance that the cross—the it is a cross—has spread to the girls, to those who will be the wives and mothers of the next generation, for if they cannot be alderwomen, they visibly take a share in the "new emancipation of the lung and muscles. Would those who decry the passion for bodily excellence wish to see Englishwomen tottering about on cramped feet like the unfortunate Chinese ladies? Would they exchange the English public school or the English University, with their perhaps exaggerated worship of athletic pre-eminence, for the pale French collegien or the sickly school-boys of the Lycées? Better by far, we think, overdo a little this most venerable cult of the muscular side of life than neglect it, as was done formerly. On the whole, we judge it a good and a fortunate spectacle, this hearty appetite for many pastime, especially among the young, spread so widely through the country, and furnishing so much pleasure, fresh air, and honest excitement to millions. We like to see the young men of the day rejoicing in their strength, and joyously training for the battle of existence that armament of the health bestowed on them by manly fathers and virtuous mothers. Manliness and morality are closely allied in the upbringing of a people; and the discipline of athletics has no scanty results, both in the social and ethical spheres.

THE NEW LINOTYPE WORKS.

On the invitation of the Directors, a large party of ladies and gentlemen recently travelled by special train from London, over the London and North-Western Railway, to Broadhead, near Manchester, to inspect the completed works of the Linotype Co., the occasion being the tenth anniversary of the foundation. The Duke of Connaught and Lord Rosebery wrote greeting that they were unable to be present, and the latter expressed the hope that he might have the opportunity of inspecting the works. Among the company present were Lord and Lady Kelvin, George Armstrong, Sir L. Legler Williams, Sir J. Verdin, Sir H. Glazier, Mr. Joseph Lawrence (chairman of the company) and Mrs. Lawrence, Mr. Arthur Pollen (director), and Mr. W. P. Lock (secretary and manager). A letterpress souvenir, a handsome and artistic specimen of the work of the improved Linotype machine, told to the visitors the interesting story of its development as a labour-saving appliance. History has already seen the realisation of the prophecy made by Mr. Gladstone in June, 1889, that the effects of the Linotype machine would be "equally extensive and beneficial to mankind" the capital represented by the industry in England and America alone being, after only ten years' experience, not less than ten million pounds sterling. The machine in general use is very different from that which Mr. Lawrence, the founder of the company, saw in operation on the eastern side of the Atlantic in 1888. It has enabled the proprietor of the daily newspaper to effect in his printing bill a permanent saving, while concurrently it has brought a higher scale of remuneration and shorter hours of labour to workmen, and finally it has introduced an industry which tends to a material degree to the cheapening of literature. The value of the Linotype machines and their accessories in use is little less than five-and-a-half million pounds sterling, and the visitors to the company's works at Broadhead had the opportunity of realising how vast are the resources for the continued expansion of the industry in the future. Governing an area of 40 acres, the splendidly equipped works, all on the ground level, give employment to 200 skilled craftsmen, a considerable proportion of whom are comfortably housed on the estate, in well-appointed cottages let to them at nominal rents.

Auctions.



GOVERNMENT NOTIFICATION.

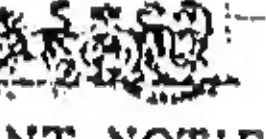
THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Tai Kok Tsui, Kowloon, in the Colony of Hong Kong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	Tai Kok Tsui.	55 ft. 2 in. by 110 ft. 6 in.	1.05	4,085	28 4,080



GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3.15 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hong Kong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	Harker Road.	100 ft. 0 in. by 150 ft. 0 in.	1.50	3,000	175 6,000



GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3.30 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hong Kong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	Queen's Road.	30 ft. 0 in. by 50 ft. 0 in.	1.00	1,000	50 900

Intimations.

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply to "Z"
c/o This Office.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
HONGKONG, 15th MARCH, 1898.

LEVY HERMANOS,
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUBER and GLADATOR Co., Ltd., DUNLOP TYRES' BICYCLES—PRICE, \$160.
A special reliable Watch made for this climate.
Quality A.....\$16
Quality B.....\$12
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

Shipping.

STEAMERS.

AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.
STEAM FOR
SINGAPORE, PENANG, CALCUTTA, COLOMBO, KARACHI, ADEN, FIUME, PERMAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.
THE Company's Steamship

"PRIESTE,"
Captain A. Miti, will be despatched as above on THURSDAY, the 7th instant, at Noon. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner. For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 4th September, 1899. [11184]

OCEAN STEAMSHIP COMPANY.
FOR SAMARANG AND SOERABAYA.
THE Company's Steamship
"HELLEPHION,"
Captain Lyons, will be despatched on THURSDAY, the 7th instant, at Noon. For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th September, 1899. [11292]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched as above on THURSDAY, the 7th instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th September, 1899. [10320]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND, PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched on THURSDAY, the 7th instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th September, 1899. [10320]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's New Steamship
"DIAMANTE,"
Captain G. A. Taylor, will be despatched for the above port, on THURSDAY, the 7th instant, at 4 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light. For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, 4th September, 1899. [11232]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR MARSEILLES AND LONDON VIA STRAITS.
(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship
"CHINGWU,"
H. Harris, Commander, will be despatched as above on or about the 7th September. For Freight, &c., apply to
HOLLIDAY, WISE & Co., Agents.
Hongkong, 30th August, 1899. [9752]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"SUNGKIANG,"
Captain Dodd, will be despatched as above on FRIDAY, the 8th instant, at 4 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd September, 1899. [11212]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"TAMSUI MARU,"
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 10th instant, at Daylight. For Freight or Passage, apply to
MITSUI BUSSAN KAISHA, Agents.
Hongkong, 4th September, 1899. [11232]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Company's Steamship
"PISE,"
Captain Fendt, will be despatched as above on FRIDAY, the 15th September. The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour. For Freight or Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 30th August, 1899. [9382]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAITAN,"
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 6th instant, at Noon. For Freight or Passage, apply to
DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 5th September, 1899. [11282]

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE, YOKOHAMA AND VIADIVOSTOCK.
THE Company's Steamship
"FLINTSHIRE,"
Dwyer, Commander, will be despatched for the above Ports on or about WEDNESDAY, the 6th September, at 5 P.M. For Freight or Passage, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 30th August, 1899. [11052]

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Steamship
"JOHN SANDERSON,"
Captain Erskine, will be despatched for the above ports on or about THURSDAY, the 7th instant. For Freight or Passage, apply to
DODWELL & Co., LIMITED, Agents.
Hongkong, 4th September, 1899. [11272]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI & VIADIVOSTOCK.
THE Company's Steamship
"CHIHLI,"
Captain Newcomb, will be despatched as above on THURSDAY, the 7th instant. For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 2nd September, 1899. [11202]

"BEN" LINE OF STEAMERS.
FOR LONDON VIA SUEZ CANAL.
THE Steamship
"BENVENUE,"
Captain Potter, will be despatched as above on or about the 8th September. For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 28th August, 1899. [10622]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship
"ARGVLL,"
will be despatched for the above port on or about the 15th September. S.S. "JOHN SANDERSON" at Intervals S.S. "AFGHANISTAN" of 2 weeks. For Freight, apply to
DODWELL & Co., LIMITED, Agents.
Hongkong, 30th August, 1899. [9212]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"PYRRHUS,"
Captain Batt, will be despatched as above on SATURDAY, the 16th September. For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th August, 1899. [10932]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.
FOR PHILADELPHIA AND NEW YORK.
THE New Steamship
"PING SUEY,"
Captain C. de La Perrelle, will be despatched for the above Port on or about the 5th October. For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 21st August, 1899. [10202]

Hotel.
WINDSOR HOTEL,
HONGKONG.
STRICTLY FIRST CLASS.
PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.
MONTHLY RATES GIVEN NOW.
P. BOHM,
Proprietor & Manager.
Hongkong, 28th April, 1899. [172]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
"JEYES FLUID"
THE BEST DISINFECTANT.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 9th March, 1899. [1112]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
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Captain Roach, will be despatched for the above Ports, TO-MORROW, the 6th instant, at Noon. For Freight or Passage, apply to
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AVOID ALL RISK OF OUTBREAK BY ITS USE.
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Hongkong, 9th March, 1899. [1112]

NOTICE TO CONSIGNEES.
FROM MIDDLEBRO, LONDON AND SINGAPORE.
THE Steamship
"FLINTSHIRE,"
Captain Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 1st September, 1899. [11152]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"VALETTA,"
FROM LONDON, PORT SAID, SUEZ, HOMBAY, COLOMBO & STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:—From London, &c., ex S.S. "Arcadia." From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers. Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY. Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE, Superintendent.
Hongkong, 2nd September, 1899. [15]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.
CONSIGNEES OF CARGO per Steamship
"CITY OF PEKING,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading. Goods remaining unclaimed after the 14th instant will be subject to rent. No Fire Insurance has been effected. J. S. VAN BUREN, Agent.
Hongkong, 4th September, 1899. [17-1]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship
"PAKLING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters before Noon on the 13th instant, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent. Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY. Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.
Hongkong, 4th September, 1899. [11242]

THE NEW FRENCH REMEDY.
THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed. THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, colic, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless. THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body. THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated. THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and with out which it is a forgery. Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

